

MARTIN GREEN TELLS TRUE SITUATION IN GARY STRIKE

streets carrying their mess kits to the kitchen, and the sight brought back memories of the days in France when the mess kit was the most treasured of the possessions of a soldier.

The young privates and non-coms stirred openly with the well dressed and pretty girls who swarmed out of the shops and stores, and the girls did not appear to resent the attentions. During the afternoon several meetings were held in halls. The military authorities policed the meetings, but found nothing to do but stand around.

Since quelling disorder in Gary the army has succeeded in doing one important thing. It has confirmed the belief of all who studied the strike in its early stages, that the bulk of the foreigners who went out to work up their jobs with the expectation that the walkout would be the prelude to a gigantic revolution. Not a few of these people had made arrangements to return to Russia and other European countries to enjoy the advantages of government by the proletariat.

It is more than likely that many of them will revert to their original intention, finding that there are too many policemen and soldiers in the steel districts to permit people to violently topple the Government over. In common with all industrial cities and towns having a big foreign element in the population, Gary furnishes a fruitful field for steamship ticket agents. Two of them told me to-day that they have been almost swamped by inquiries about ships advertised to leave for Greece and other countries which have ports permitting access to southwestern Europe.

STEEL CORPORATION KEEPS CLOSE TABS ON STRIKERS.

Inquiries about rates and sailings have been stimulated by a report which has spread all through the Chicago steel district, that in case the strike is lost the bosses will refuse to take back any aliens save those who are really valuable in the mills, or have let it be known during the strike that they remained out only because they were afraid to return to work. In Chicago, Youngstown, Cleveland and the Pittsburgh districts agents of the United States steel Corporation have kept close tabs on all strikers. It is not improbable that some of these agents are in the unions.

Now come reports that many aliens—and some Americans—who have applied for re-employment find that there are no places for them. A foreman in a Gary mill appeared in a Gary police court yesterday to prosecute a Russian, who, he swore, assaulted him after he had refused to give the man his old job.

The Soviet sentiment is much more pronounced in the Gary and South Chicago district than in the Pennsylvania and Ohio districts. It is particularly strong in Gary because, to put it succinctly, there is too much Gary in Gary.

Which prompts a digression which may seem clearly lead up to what I mean by too much Gary in Gary. On my way down to Gary from Chicago yesterday I passed through the town of Pullman, and my mind went back to days when I was a boy around these parts and Pullman was lauded throughout the United States and other countries as a model industrial community. The town of Pullman was built up about the Pullman Car Works and was the idea of the late George M. Pullman, who was considered as an industrial autocrat in those times.

PULLMAN COMPANY OWNED AND RAN EVERYTHING.

Pullman was a ready made town, built close to Lake Michigan, and was at that time comparatively remote from Chicago. It was made up of street after street of houses, each house looking almost exactly like every other house. The Pullman Company built stores, too, and supplied churches and schools, and a hotel and a few welfare institutions of the nature of welfare institutions that far back, when we had no welfare experts.

The Pullman Company was proud of its town, and people came from all over the country to see it. The Pullman Company owned everything. Also the Pullman Company ran everything. It made many rules, some of which affected the lives of its employees outside the shops. One feature of Pullman was the complete absence of saloons, and the enforcement of rules prohibiting the importation of liquor of any kind.

Somewhat to the surprise of Mr. Pullman, his employees, after the

novelty of the new town wore off, did not become especially fanatical about it. Some of the features which appealed most strongly to Mr. Pullman did not appeal to his workmen at all.

Across the railroad tracks from a part of Pullman was an unregenerate town called Kensington, and saloons in Kensington were as abundant as they used to be on the Bowery. In time it was reported to Mr. Pullman that the Kensington saloons were snatching away considerable Pullman payroll money.

Mr. Pullman was aggrieved and voiced his sorrow and displeasure. More rules were made. One thing led to another, and the Pullman experiment finally led to one of the nastiest strikes in the labor history of Chicago. Quite a long time before this strike took place a man who worked in the shops told me the Pullman employees didn't like the town of Pullman because there was too much Pullman in it.

Well, the years rolled on, and on the shores of Lake Michigan, about fifteen miles south, I should say, of Pullman, there was erected, around the mills and subsidiary enterprises of the United States Steel Corporation, the town of Gary, Ind. It was a ready-made town, and while there was a uniformity about the architecture of the buildings, there was more variety than had been in evidence in Pullman. The idea of the ready-made town was credited to Judge Elbert H. Gary and the town was named after him.

While Gary is a steel town, it is vastly different from the steel towns of Pennsylvania, where the steel industry was born. Back in Pennsylvania steel towns have grown up from small beginnings. Associated with the enterprises which have made these towns so profitable to the automobile manufacturers of Ohio, Indiana and Michigan are thousands of men who went to work in swaddling steel mills for \$2 a day, progressed by hard work and study to positions of trust and took their sons into the mills, and in many instances the sons in turn took their sons into the mills.

HOW FOREIGNERS GOT FOOT-HOLD IN STEEL BUSINESS.

These families settled down in the narrow valleys and accumulated property and bank accounts. They are the cornerstones of the steel business—of more importance to it, perhaps, than the capitalists who made their fortunes out of rolling mills and are now interested in multifarious projects far removed from steel. When the Gary mills were finished and the houses were all ready for occupancy, and the stores were stocked, and the banks prepared to take money, it was found that the old time steel workers at the fountain heads of the industry would not venture to the new fields. It became necessary to build up practically a new and different type of worker of it—common unskilled labor without the highly paid skilled labor cannot function—was drafted from the industrial masses of foreign toilers in the Chicago district.

In Gary, the men found living conditions such as they had never dreamed of enjoying. They were put in new and better houses of brick and asphalt paved streets and brick paved alleys, and houses containing bath tubs and hot and cold running water. The management of the steel corporation bent every effort to keep the town spotless and improve it. Gary was almost an exact example of a paternal municipality.

CHICAGO LONG A STRONGHOLD OF RADICALISM.

But the steel corporation owned everything in the town, and paid bonuses on favorable terms, but they bought, directly or indirectly, from the steel corporation. They rode to and from their work on steel corporation cars. They had money financed businesses and industries which followed the growth of Gary. And when the time came for the steel corporation to spread its propaganda in the Chicago district Gary was found to be a fertile field.

Chicago has long been a radical stronghold. Following the victories of Lenin and Trotsky in Russia, Chicago agitators visited Gary, and this was the gist of their argument: "Look what you are up against. You are not making the money you want you to be independent. They want you to remain in Gary and work for small pay, so that by their control of the city they can take away the little money they pay for your slavery in the mills. The time has come for us to do what our brothers have done in Russia—overthrow the Government, which is controlled by the millionaires, take the mills and other industries, divide them up among the working people and operate them for the working people."

It is not fair to the American leaders of the labor unions to say that they inaugurated this method of provoking a strike. Most of them knew very well that the propaganda of Lenin and Trotsky was a mere life of the town, attacks upon capital, cunningly camouflaged an attack upon organized government, met with enthusiastic acclaim and aided reaction.

BUILDER GUILTY OF PERJURY

Was Charged With Concealing Assets Said to Total \$120,000.

Samuel I. Epstein, president of the Locust Building Company of Jamaica, was convicted of perjury to-day by a jury before Federal Judge Chaffee in Brooklyn. He was charged with concealing assets said to total \$120,000, of the building company in an involuntary bankruptcy proceeding. Epstein will be sentenced Monday. The penalty is \$5,000 fine, two years in prison or both.

Monument to Bronx Veterans Unveiled.

Following a parade cheered by thousands, a monument to the Bronx men who fought in the Spanish-American War was unveiled this afternoon in the Square south of 135th Street and Third Avenue. The shaft is a replica of the Soldiers' and Sailors' monument at West Point.

A Quinine That Does Not Affect Head. Because of its tonic and laxative effect, LAXA-TIVE BROWN'S TABLETS can be taken by anyone without causing nervousness or sleeplessness. E. W. GROVE'S signature on the box, 20c.

Three American Women Who Are Flying Enthusiasts, And French Aviatrix at Airplane Field in Mineola



MRS. SEYMOUR COX, JR. AND MRS. RAYMOND RIORDAN

Mrs. Seymour Cox, Jr., recently made a flight from Texas to New York with her young son. She is shown above with Mrs. Raymond Riordan of Highland, N. Y., starting on a flight from Mineola to Washington.

MRS. LAURA BRONWELL

Mrs. Laura Bronwell of Cincinnati is the first woman granted a pilot's license in the United States since 1914 and is the tenth to receive that recognition. She was photographed at Mineola as she was about to make a trial flight.

Geo. W. Warren and Madave Jane Herveux

Mme. Jane Herveux, the French aviatrix and instructor, is shown after a trial flight over Mineola with George W. Warren, son of Charles Elliot Warren, president of the Lincoln National Bank.

PARSON MAYNARD HERE IN LAST LEG OF GREAT FLIGHT

(Continued From First Page.)

Among them was British Admiral Innes Kinn's Handley-Pager, and the great American Caproni. With Maynard were Master Sergeant Electrician W. E. Kline, described by his chief as "the best man that ever laid a finger on a Liberty motor," and the German police puppy, Trixie. Both accompanied him out of Mineola ten days ago.

Trixie did not go willingly; she made such a fuss that Lieut. Maynard resigned the control apparatus to Pine and spent the first leg of his trip West in reconciling the door to aviation. Trixie made a similar protest at San Francisco, but when the plane approached Mineola she was as triumphantly noisy as a Second Lieutenant.

Lieut. Maynard started from Cleveland early this morning after resuming yesterday with a patched machine the flight which was interrupted by the breaking down of his crank shaft at Wahoo, Neb., Thursday.

Maynard made the 155 miles between Rock Island and Chicago at the rate of 131 miles an hour and went from Chicago to Cleveland, stopping at Bryan, O., at a rate almost as swift.

Capt. Lowell H. Smith, using the machine which Major Carl Spatz turned over to him voluntarily at Buffalo yesterday, after Smith's machine was destroyed in a hangar fire, left Chicago early to-day and arrived at Des Moines at 10:30 A. M. He was the closest competitor behind Maynard in distance covered, but was 1,575 miles from his goal. He is also about six hours behind Maynard in time, with all allowances made.

Four more of the Mineola starters in the air race checked in at San Francisco yesterday—Lieut. T. Hynde, Lieut. Col. H. C. Hartney, Lieut. John B. Wright and Lieut. H. George. Three of the San Francisco starters left Mineola on their return trip. They were Lieut. E. C. Kiel, Lieut. H. E. Queen and Lieut. R. S. Worthington. Seventeen have reached San Francisco.

Millionaire's Son Sailed.

William G. Hunter, thirty-nine son of the late John T. Hunter, millionaire match manufacturer of Evergreen, committed suicide at his home, No. 14 Hancock Street, Brooklyn, late yesterday afternoon, by shooting. His act was caused by business troubles.

More British Labor Envoys Sail To-Night.

LONDON, Oct. 18.—The remainder of the British delegation to the labor congress in Washington left for Southampton to-day and will sail on the Mauretania to-night for the United States.

POLICE CLUB DOCKMEN ON THEIR WAY TO WORK; 600 IN BROOKLYN QUIT

(Continued From First Page.)

ditional violence this morning, attributed to the misdirected efforts of the police in Brooklyn. This resulted in the withdrawal of workers employed by the Government.

President T. V. O'Connor of the Longshoremen's Union said, "I will not compromise. The men who have voted to strike are not more than 2,900 out of our 45,000 membership. I understand that a strike committee wants me to try for a compromise, but this is not an issue which can be compromised. The honor of the organization is at stake."

Picnics were displayed along the waterfront calling a mass meeting to-night at No. 88 Court Street, Brooklyn, "to defy the capitalist press" and strengthen the strike. The cards purported to be issued by Locals No. 327, 338, 346, 903, 925 and 929.

Police clubs hit the wrong heads and shins this morning on the Brooklyn waterfront, and trouble boiled over again in connection with the longshoremen's strike.

Four hundred men of Local No. 805, which has been consistently loyal, were waiting to go to work at 7 o'clock at 43d Street and 2d Avenue, when eighteen policemen charged them.

About a score of the men were clubbed, one of them being Thomas Dempsey, President of the Union. Another man, was hit on the head and knocked to the sidewalk.

James Wilson, business agent of the local, filed a protest with Police Captain Gillen of the Fourth Avenue station. Then he went to Major Powers, in command of the army debarcation base at 58th Street and First Avenue and told him that "because of the actions of the police" he had called out the 1,800 longshoremen working there for the Federal Government.

Wilson did call out the men on the army pier as he had said he would, but army officials said the number was only about 600.

Nobody seems to know exactly why the police charged the workers, but there are two or three tentative answers. One is that the police questioned three or four men in the crowd as to whether they were going to work, received negative answers, assumed that these answers spoke for the whole crowd, and therefore attacked in accordance with their instructions to break up all street gatherings of the strikers.

The union officials say that practically everybody in the crowd was there for the purpose of going to work at the sound of the whistle. But they admit that there may have been a few I. W. W. men present and sug-

gest that these may have deliberately misrepresented the whole crowd to the police. This, the loyal workers say, would have been a typical I. W. W. trick.

Despite the optimism of union leaders, Local No. 791, embracing 3,100 members employed in the Chelsea district, the largest local in New York and the "keystone organization" of the dockmen, voted 708 to 126 to remain on strike.

The Government's attitude was indicated in an ultimatum sent out by the Shipping Board yesterday in effect that unless longshoremen on the Atlantic coast returned to work at once their places will be filled as quickly as possible. This is taken to mean that troops will be used.

The Chelsea district is considered the barometer of shipping in this port, and the decision of the longshoremen there to stand pat indicates that the dock strike is still going strong.

T. V. O'Connor, President of the International Longshoremen's Association, when told of the vote of Local 791, said that if every longshoreman in the Port of New York voted to remain on strike he still would refuse to support or endorse their action.

"BETTER CLASS WILLING TO RETURN TO WORK."

"I still insist that the better and more patriotic members of the I. L. A.," said Mr. O'Connor, "are anxious to return to work in keeping with their pledge to the National Adjustment Commission."

"If every longshoreman voted to stay out, I as their President will refuse to endorse such action. I receive a salary to carry out the constituted laws and regulations of this association. Any action taken by the association at its international convention becomes a constitutional law of the association."

Mr. O'Connor declared the International Longshoremen's Association would remain firm in its position, and that further steps would be taken in the present situation. He refused to outline what plan of action he is considering.

A report was current in shipping circles that ships were being taken to revoke the charters of the rebellious unions, but President O'Connor said that phase of the situation had not reached the stage of action. He admitted it was under consideration. He also said that some of the leaders who started the strike are now taking jobs for themselves at one of the East River piers.

CHURCH'S 200TH BIRTHDAY.

Clergymen to Celebrate Anniversary of Jersey Chapel To-morrow.

WHITE HOUSE, N. J., Oct. 18.—The Reformed Church at Readington will celebrate its 200th anniversary to-morrow. The chief address will be made by United States Senator Joseph S. Frelinghuysen, of Somerville, a direct descendant of the church's first pastor, the Rev. Theodorius J. Frelinghuysen, who served from 1739 to 1741.

The services will be in charge of the pastor, the Rev. H. V. D. Wyckoff, prominent clergymen from New York and New Jersey will attend.

SAYS LONG ISLAND EXPRESS SERVICE IS NOT TIED UP

Men Still at Work, Declares Company Official—Police Guard in Jersey.

Robert E. M. Cowie, Vice-President of the American Railway Express Company, denied to-day a statement given out by officials of Local No. 645 of the Teamsters' Union that the drivers at Jamaica and Flushing had quit and that the express service on Long Island was completely tied up. Jamaica is the main distributing point on Long Island.

"I have been in touch with our depot at Jamaica and Flushing to-day," said Mr. Cowie, "and I find that the men are still at work there. No additional men have walked out to-day and the strike situation remains unchanged. Both sides are awaiting the action of the Railroad Administration at Washington."

Extra police were summoned to-day to preserve order when striking employees, being paid off in Jersey City, protested against the deduction of one day's pay from their semi-monthly checks. The deduction was made because the men struck one day before the end of the week's pay period. About 500 men were paid off.

U. S. GETS POWER TO ACT BEFORE RATIFYING TREATY

Supreme Council Adopts Resolution Providing for Representation on Commissions.

PARIS, Oct. 18.—The Supreme Council to-day adopted a resolution that delegates of the great powers may sit on the various commissions created under the German peace treaty, and may vote on questions before these commissions, whether or not their governments have ratified the treaty.

If the United States Senate does not object, it is stated to be probable that American delegates will take the places assigned to the United States on such commissions. Germany is anxious to have the commission begin their work fully organized, it is declared, and is particularly desirous of American representation on them.

Signor Tittoni, the Italian Foreign Minister, sat in the Council to-day for the first time since his return from Rome. He has been ill for the past two days.

LAUREL RESULTS.

FIRST RACE—For two-year-olds; claiming; purse \$1,000; one mile. \$3.50, \$2.80, won; Sea Queen, 107 (Johnson), \$4.10, \$3.10, second; Guiding Star (Calahan), \$3.40, third. Time 1:47 2-5. Oceanna, Tattle, Kittle, Kitty Gordon and Pirate McGee also ran.

SECOND RACE—The Chevy Chase steeplechase; \$5,000 added; for four-year-olds and up; about two and a half miles.—Duetelle, 143 (Byers), \$10.00, \$4.10, won; Debedon, 145 (Bowers), \$3.40, \$2.70, second; Warlock, 150 (Crawford), \$3.30, third. Time 4:52 1-2. Woldship, Robin Goodfellow, Syosset, Doubtlet, Declivite, Topsy Mix also ran.

Cardinal Mercier in Toledo, Misses Francis Whitlock.

TOLEDO, O., Oct. 15.—When Cardinal Mercier, Belgian war hero, arrived here this morning, he found the city united in its efforts to greet him. Ambassador Brand Whitlock did not see the Cardinal, as he is in the party of the Belgian King.

MAYNARD'S TIME TABLE IN HIS FLIGHT ACROSS THE CONTINENT AND BACK

"Flying Parson" Directed Repairs to Plane Himself After Two Accidents.

This is the time schedule made by the Rev. Lieut. Belvin W. Maynard, of the United States Army Air Service, in competition with sixty-four other Army air pilots for a twice-around-the-continent speed and reliability contest. It includes delays caused by two accidents to his DH-4 airplane, driven by a 400 h.p. Liberty motor, which was each time repaired under direction of the aviator himself.

Left Mineola.....Oct. 8, 9:24 A. M.
Arrived Chicago.....Oct. 8, 8:32 P. M.
Left Chicago.....Oct. 9, 7:00 P. M.
Arrived Kansas.....Oct. 9, 6:27 P. M.
These radiators in landing; made repairs.
Left Kansas.....Oct. 10, 12:34 P. M.
Arrived Dallas.....Oct. 10, 6:02 P. M.
Left Dallas.....Oct. 11, 1:11 P. M.
Arrived San Francisco.....Oct. 11, 1:11 P. M.
Presented at Imperial.....Oct. 12, 12:00 P. M.
Left San Francisco.....Oct. 14, 1:02 P. M.
Arrived Honolulu.....Oct. 15, 12:00 P. M.
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